

## **SECTION 10: PUBLIC INVOLVEMENT**

**Meeting Minutes  
Public Meeting No. 1  
for  
Bisbee-Douglas International Airport  
Master Plan  
GF Job No. 31268**

Thursday, November 21, 1996  
Bisbee-Douglas International Airport

**Attendees:** See attached sign-in sheet

Minutes Prepared By: Ron Schreier *RS*

The Consultant team represented by Ron Schreier and Nick Pela made a short presentation regarding the objectives of the Master Plan and the Planning Advisory Committee (PAC) process. The following notes are based on questions/answers (Q/A) or comments made by the Public Meeting participants (all comments are paraphrased unless in quotations).

1. Q. Will the airport be abandoned or developed?
  - A. The Consultant is charged with creating an airport master plan. It was clear in the County's Request for Proposal that they were interested in looking at ways to develop the airport, to find a "niche" for it. There are legal ramifications to closure since the County had previously received FAA grants. One alternative that will be examined in the Master Plan is the "do nothing" alternative.
2. Q. How has the political climate changed such that airport development may be promoted?
  - A. We cannot answer for the "political climate". We will develop a Master Plan with the help of the Planning Advisory Committee. This Master Plan should have the consensus of the committee. The Master Plan will be brought before the Board of Supervisors for approval. They can approve the Master Plan and its content, but the approval does not force them to do anything in the Master Plan. The Master Plan is a guide which will require future Board action with regard to actual funding of projects.
3. Comment:

Some pilots won't use BDI Airport because they don't want to land on the chip seal (Runway 17-35). The chips can damage props, windows and tires. The runway should be repaired first.

## **Gannett Fleming**

4. Q. What happens to the prison?

A. The prison will remain. It is a revenue source for the County.

5. Comment:

There are concerns about the underground fuel system. There could be environmental impacts which have a prohibitive cost. There was a dump on airport property, north of runway 3-21.

6. Comment:

Western Technologies, Inc. (WTI Job # 2921K) did a study of the strengths of the runways. Some of the paving materials used in the 1940's were not as good as those used today.

7. Comment:

Bud Hustin, Chairman of the Cochise County Airport Commission - a "personal observation": A consulting firm was hired by Cochise County to produce the Cochise County Airport System Plan. One of the objectives of the study was to determine whether any of Cochise County's Airports should be closed. A copy of the report was never shared with the Cochise County Airport Commission. County Staff took the consultant's final report directly to the Board of Supervisors without sharing the results. The Board approved the report. The County Airport Commission's opinion was that BDI Airport should be closed, but we were not asked our opinion.

8. Comment:

There is a clause in the deed from the federal government that in the event of emergency the airport will revert back to the federal government/military. What incentive does a private individual have in starting a business at the Airport?

9. Comment:

Cochise County has previously quashed business opportunities at the airport.

10. Q. Will costs of projects be split with FAA, ADOT?

A. Yes, if grants are obtained.

11. Comment:

Consider changing the name of the airport, especially since Douglas also has international status.

**Gannett Fleming**

12. Comment:

There is a cart and horse problem with development and funding. If the airport is not maintained, no one will use it. The airport must be fixed up to generate revenue. Revenue can then help continue the program.

13. Comment:

There is a safety problem at the access road from the prison. A videotape taken at the stop sign indicates 18 of 20 cars filmed did not stop.

14. Comment:

County Management is thwarting maintenance and repair of the airport (weeds, housekeeping).

15. Q. What methodology is used to account for aircraft usage of the airport?

A. Different methods are used. That pilots are avoiding the airport can be misleading. We would then expect an increase in use with better maintenance. Counts taken over a short period of time will be inaccurate. 50 - 60% of the air traffic may be from Cochise College.

16. Comment:

The last FBO was "Tribal Air Communication".

pc: Distribution List - PAC

# BDI AIRPORT MASTER PLAN PUBLIC MEETING NO 7 ATTENDANCE

11/21/96

<u>NAME</u>	<u>REPRESENTING</u>	<u>TEL. NO.</u>
Ron Schueren	Gannett Fleming	602-553-8817
NICHOLAS PELA	N.J. PELA & ASSOC.	602-404-3768
Audrey M Jupin	Cochise County	(520) 432-9655
DARYL ELAM	DARYL ELAM	(520) 905-9030
Lee Latimore	put. P. lot	520-452-9308
PIE MIDDLETON	SELF	520-364-2157
SAM PLAZZ	"	520-364-2690
Ann Plaz	"	"
Andy Couchoud	"	520 366 5549
Glen W. Steward	BDI WEATHER STATION	520 448-6335
ALFONSO DE LA VEGA	Self	520 364-2852
Grant BENSON	BENSON'S ENGINE MACHINE	364-5020
Richard Alenche	Self	520 - 452 - 4367
Jim Barrett	Self	364 8573
Lynna Barrett	Self	364-8573
Beckas	Co. Corporation	901 DAVE DOUGLAS AZ 364-3638
David R. Doble	SELF	520-432-3727
Temple H. Fuller	2 AIRCRAFT BASED @ BDI	520-364-3306
Wally F. McGray	SELF	520-515-9664

PROJECT INFORMATION SHEET #1  
November, 1996

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**BISBEE-DOUGLAS  
INTERNATIONAL AIRPORT**  
COMPREHENSIVE MASTER PLAN  
1997-2016

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**Project Introduction**

The joint-venture firms of Gannett Fleming, Inc. and Nicholas J. Pela & Associates have been retained by Cochise County to prepare a comprehensive Airport Master Plan Study for the Bisbee-Douglas International Airport (BDI).

In the Study, analysis will be made of the factors affecting the future development of the BDI airport, and recommendations will be presented which, when implemented, will assure that the airport will develop consistent with the demand placed upon it.

The Study will focus on three main points:

- To provide recommendations for cost-effective repair and rehabilitation of the existing airport to assure a safe operating environment, and provide an attractive location for new business development.
- To provide realistic recommendations for future airport improvement which will assure that the airport will accommodate its future demand, in terms of aviation safety and capacity as well as commercial growth.
- To identify a unique role for BDI within the Cochise County airport system, and to provide assistance to the County in promoting that role.

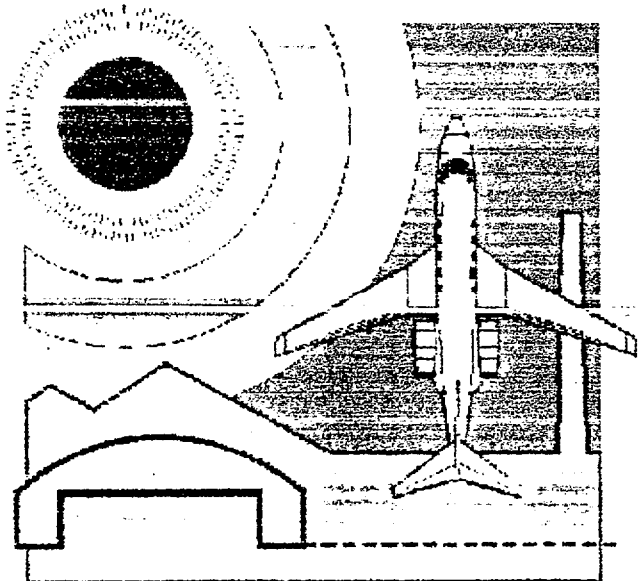
The twenty-year planning period of the Study covers calendar years 1997 through 2016.

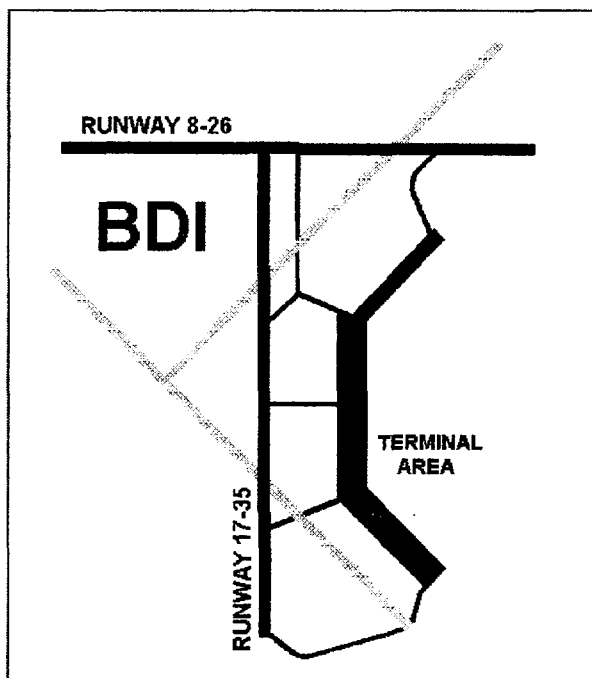
**Project Approach - the PAC Process**

The master planning process will use the "Planning Advisory Committee" (or PAC) team approach. PAC team members are persons who are interested in the outcome of the airport planning process, and who are willing and able to commit the time and resources necessary to provide timely review of all information submitted by the Consultant. Although all PAC team members need not have an aviation background, some aviation/airport knowledge and interest is helpful.

Review of the Master Plan documents is undertaken on an ongoing basis during the project term. Each PAC member begins with an empty notebook (the PAC Workbook). As each phase of the Plan is completed by the consultant, Working Papers are prepared and copies are distributed to each PAC member for review. PAC meetings are scheduled at key points in the process in order to discuss and ultimately approve each planning element Working Paper, as submitted by the Consultant.

As each progressive element of the planning document is completed by the consultant team and approved by the PAC, it becomes a part of the PAC Workbook. When all elements of the work are completed, the PAC Workbook is approved and becomes the final Master Plan.





### Public Involvement

Several Public Information Meetings will be convened during the course of the planning project. At these meetings, the public will be kept informed as to the progress, findings and recommendations of the studies, and input and comments by the public will be solicited.

The Public Information Meetings are scheduled to occur at strategic points in the planning process.

### Work Outline

To date, inventories and field investigations of the airport's buildings, pavement, and utilities have been conducted. A basis for activity projections has been established based on the results of these investigations, as well as extensive research of existing demographic, economic, and other record information.

Over the next several months, the consultant team will develop forecasts of aviation activity for the 20-year period, and recommendations will be presented for correcting current areas of noncompliance.

A schedule of recommended airport improvements will also be developed. The airport improvements schedule will include recommendations for the following time frames:

- Immediate Need: These are improvements needed at the present time to bring the airport into compliance with FAA and/or state requirements, to upgrade or repair deteriorated systems, or to eliminate potential hazards.
- Short-Term Program: These are improvements needed to allow the airport to better accommodate the present and projected 5-year demand.
- Intermediate-Term Program: These are improvements which will be needed to accommodate the projected 10-year demand.
- Long-Term Program: These are improvements which will be needed to accommodate the projected 20-year demand.

Development alternatives will be explored in order to arrive at the most effective and economical methods to accomplish the recommendations. An analysis of potential environmental impacts will be conducted, with close coordination with all state and federal jurisdictional agencies.

An Airport Layout Plan (ALP) will be prepared. This will illustrate the airport's existing conditions as well as the recommended ultimate improvements.

*If you have questions or comments regarding the Master Planning process, please contact:*

*Nicholas J. Pela*  
*Nicholas J. Pela & Associates (602) 404-3768*

*Ronald D. Schreier, P.E.*  
*Gannett Fleming, Inc. (602) 553-8817*

# Board of Supervisors

Tony J. Saracino  
Chairman,  
District 1

Mike Palmer  
District 2

Leslie E. Thompson  
District 3



Jody N. Klein  
County Administrator

Nadine Parkhurst  
Clerk

## NOTICE OF PUBLIC INFORMATION MEETING OF THE BOARD OF SUPERVISORS

PURSUANT TO A.R.S. 38-431-02, NOTICE IS HEREBY GIVEN TO THE GENERAL PUBLIC THAT THE COCHISE COUNTY BOARD OF SUPERVISORS WILL HOLD A PUBLIC INFORMATION MEETING OPEN TO THE PUBLIC ON THURSDAY, APRIL 3, 1997 AT 10:00 A.M. IN THE BOARD OF SUPERVISORS' HEARING ROOM.

THE AGENDA FOR THE MEETING IS AS FOLLOWS:

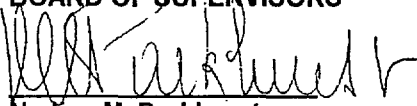
**ITEM 1 - PUBLIC INFORMATION MEETING NO. 2 - 10:00 A.M.**

**REPORT BY AVIATION ENGINEERS AND PLANNERS GANNETT FLEMING, INC. AND N.J. PELA AND ASSOCIATES ON THE DEVELOPMENT OF THE MASTER PLAN FOR THE BISBEE-DOUGLAS INTERNATIONAL AIRPORT AND PROVIDE THE OPPORTUNITY FOR THE GENERAL PUBLIC TO PROVIDE INPUT AND COMMENTS ON THE PROPOSED PLAN**

**(THE FIRST PUBLIC INFORMATION MEETING WAS HELD AT THE BDI AIRPORT ON THURSDAY, NOVEMBER 21, 1996 WITH GANNETT FLEMING, INC. AND N.J. PELA AND ASSOCIATES)**

DATED THIS 25 OF March, 1997

BOARD OF SUPERVISORS

  
Nadine M. Parkhurst,  
Clerk of the Board

**(SUPPORTING DOCUMENTATION AVAILABLE AT THE BOARD OF SUPERVISORS' OFFICE)**

Posted by: 

On: 3/25/97 At: 11:00 AM

Pursuant to the Americans with Disabilities Act (ADA), Cochise County does not, by reason of a disability, exclude from participation in or deny benefits of services, programs or activities or discriminate against any qualified person with a disability. Inquiries regarding compliance with ADA provisions, accessibility or accommodations can be directed to Chris Mullinax, Safety/Loss Control Analyst at (520)432-9216, FAX (520)432-9716, TDD (520)432-9297, P.O. Box 106, Bisbee, Arizona 85603.





**Gannett Fleming**  
ENGINEERS AND PLANNERS

GANNETT FLEMING, INC.  
Suite 130  
3001 East Camelback Road  
Phoenix, AZ 85016-4498  
Fax: (602) 553-8816  
Office: (602) 553-8817

**Meeting Minutes  
Public Meeting No. 2  
for  
Bisbee-Douglas International Airport  
Master Plan  
GF Job No. 31268**

Thursday, April 3, 1997  
Bisbee-Douglas International Airport

**Attendees:** See attached sign-in sheet

Minutes Prepared By: Ron Schreier *ids*

A public meeting was held in the presence of the Cochise County Board of Supervisors. All three supervisors were present at the meeting: Tony Saracino(Chairman); Mike Palmer; and Leslie E. Thompson.

Handouts of Project Information Sheets Nos. 1-4 were provided to the board members and to the public.

The following is a brief summary of what occurred during the meeting.

Linda Small, County Economic Development Director, provided background on the purpose of the Airport Master Plan and introduced the consultant team, Ron Schreier of Gannett Fleming and Nick Pela of Nicholas J. Pela & Associates.

Schreier explained the Planning Advisory Committee process and summarized the findings of the airport inventory. Pela explained the forecasting methodology and the results of the forecast. He noted which existing conditions are not in compliance with current Federal Aviation Administration Standards. Pela also summarized the short-term, intermediate-term, and ultimate-term facility requirements.

Schreier described the niche markets that the BDI Airport might serve. He reviewed the six runway/taxiway alternative configurations, the "pros" and "cons" of each configuration, the evaluation procedures and the resultant ranking of each alternative. Schreier also noted the potential sources of funding (FAA and ADOT-Aeronautics) that may be acquired to pay for airport improvements on a "matching" basis with the County. Schreier explained that the work items remaining in the Master Planning process are: Selection of the alternative; preparation of airport plans based on the alternative; an environmental overview; an executive summary; preparation of a brochure; two more P.A.C. meetings (excluding the one today) and two more public meetings.

Various questions were asked and answered. Then the meeting was adjourned.

## PROJECT INFORMATION SHEET #2

March, 1997

# BISBEE-DOUGLAS INTERNATIONAL AIRPORT COMPREHENSIVE MASTER PLAN 1997-2016

### Aviation Activity Forecasts

Because of its location, unobstructed airspace, compatible adjacent land uses, and easily developed site, the BDI Airport is well-suited to assume a role as the major business aviation facility in Cochise County. However, because of the present condition of the airfield and its infrastructure, the current level of activity was found to be quite low.

As part of the Master Plan process, the consultant team has prepared estimates of aviation activity at the BDI Airport. It is estimated that there are currently only about 3,300 operations (landings and takeoffs) per year. It is believed that activity will increase after initial airport improvements are made.

There are currently 24 light aircraft based at BDI. The consultant's research indicates that this level has been fairly stable over at least the past 13 years, even though the condition of the airport has deteriorated.

With the recommended improvements, the airport will be made more attractive to business users, and may also experience increased use as a pilot training center.

Cochise County will be aggressively marketing the airport to prospective commercial and industrial users who may develop new manufacturing or transportation facilities on or near the airport property, or who may use the airport as their transit point when doing business within the area. The airport may also become the regional focus for *maquilladora* companies as NAFTA related commerce increases.

If all of this takes place, it is possible that the aeronautical activity at BDI could increase to as much as 26,000 annual operations within the next five years, and to about 46,000 annual operations by the year 2016.

The projected increase in activity through the project planning period (1997-2016) is as follows:

	Current 1997 Estimate	After Initial Improvement	Ultimate 2016 Estimate
Based Aircraft . . . . .	24	24-30	63
Total Annual Operations . . . . .	3,300	26,000	46,000

It is important to realize that the projected activity as presented above reflects the consultant's opinion of a *maximum potential* level of activity that may occur at BDI only if the following factors become a reality:

- The airport runways, taxiways, aprons, buildings, and related infrastructure are rehabilitated and/or upgraded according to the recommended improvement plan.
- New aviation-related commercial and industrial users are attracted to the airport by an aggressive marketing effort.
- The general economy in the county improves as a result of increased NAFTA related commerce.

*If you have questions or comments regarding the Master Planning process, or for additional copies of this Project Information Sheet please contact:*

Nicholas J. Pela  
Nicholas J. Pela & Associates (602) 404-3768

Ronald D. Schreier, P.E.  
Gannett Fleming, Inc. (602) 553-8817

PROJECT INFORMATION SHEET #3  
March, 1997

BISBEE-DOUGLAS  
INTERNATIONAL AIRPORT  
COMPREHENSIVE MASTER PLAN  
1997-2016

Recommended "Niche" Markets

The following is a list of some specific "niche" markets that the BDI Airport could serve. Most of the service roles suggested are best provided by private enterprise.

Significant improvements to the present airport infrastructure are needed to effectively serve any of these suggested markets. The focus of the County should be to provide an adequate airport facility to serve any of these markets, and then to provide an aggressive marketing effort to attract new business to provide the suggested services.

The specific niche market areas as presented below may be considered unique parts of an aggregate market base for the BDI Airport. Although each niche market area will have its own specific improvement needs, there is sufficient overlap between the areas that a broad-based marketing effort can be undertaken.

- Regional Business Aviation Center, serving business jets and turboprops, with full precision instrument approach capabilities, and with service and accommodations for arriving pilots and passengers.

*Requirements:* Precision Instrument Approach.  
Runways able to accommodate business jets.  
Pilot Lounge and briefing room.  
Passenger Lounge/waiting area.  
Short-term hangar space.  
Coffee Shop.  
Repair services and jet fuel.

- Auxiliary General Aviation/Military Training Center, providing a nearby instrument training site to Cochise College students, Air Force and the Air National Guard.

*Requirements:* Precision Instrument Approach.  
Runway able to accommodate military trainers.  
Pilot Lounge and briefing room.  
Auxiliary classrooms.  
Coffee Shop.  
Jet fuel availability.

- Historic Site and Southeastern Arizona Sport Aviation Center, providing a focal point for tourism activities and a staging site for sport aviation events, such as the Copperstate Fly-in, locally-sponsored air shows, or Experimental Aircraft Association functions.

*Requirements:* Restoration of existing buildings.  
Aviation Museum and/or Interpretive Center.  
A large transient tiedown apron(s).  
Coffee Shop.  
Large auto parking area(s).  
Air show staging area ("historic site" ramp).

- Cochise County Airport Industrial Park, providing improved development sites for new industry and an interface between commercial truck and air freight transit.

*Requirements:* Planned Industrial Park.  
Improved utilities service infrastructure.  
Improved vehicular access to industrial sites.

*There does not appear to be any apparent significant conflict between the recommended uses. With careful planning, the BDI Airport could serve several specific markets and enjoy a broad base of airport revenue.*

### Recommended Airport Improvements

As was mentioned above, improvements to the existing airport will be needed to effectively serve any of the recommended niche markets. A phased approach has been presented which will address the Immediate Term needs (improvements required to provide a safe operating environment to serve the potential present demand), the Short-Term needs (improvements which may be required to meet the projected demands prior to the year 2005), and the Ultimate Term needs (improvements which may be required before the end of the current 20-year planning period).

The recommended major airport improvements include:

#### IMMEDIATE TERM (1997-1999) IMPROVEMENTS

- Reconstruct 7,300' x 100' Primary Runway.
- Reconstruct Primary Access Taxiways.
- Reconstruct Primary Runway & Taxiway Lighting.

#### SHORT-TERM (2000-2005) IMPROVEMENTS

- Reconstruct 5,850' x 100' Crosswind Runway.
- Reconstruct Secondary Access Taxiways.
- Reconstruct Secondary Runway & Taxiway Lighting.
- Install MALSR Approach Lighting on Primary Approach.
- Rehabilitate Lighted Wind Cone & Segmented Circle.
- Install PAPI on all Runways.
- Reconstruct Aircraft Apron and PCC Taxiway.
- Construct New Passenger Loading/Service Apron.
- Renovate Terminal Building (Historic Preservation).
- Renovate Existing Hangars (Historic Preservation).
- Reconstruct Terminal Auto Parking Area.

*If you have questions or comments regarding the Master Planning process, please contact:*

Nicholas J. Pela  
Nicholas J. Pela & Associates (602) 404-3768

Ronald D. Schreier, P.E.  
Gannett Fleming, Inc. (602) 553-8817

#### ULTIMATE-TERM (2006-2016) IMPROVEMENTS

- Upgrade Primary runway for 60,000 pound aircraft.
- Extend Primary runway to 8,700' x 100' (1,400' extension).
- Prepare Environmental Assessment for proposed Primary runway extension and precision approach.
- Upgrade MIRL to High Intensity Runway Lighting (HIRL) on Primary runway.
- Provide precision instrument approach to Primary runway (ILS, DGPS or TLS).
- Upgrade Crosswind runway to accommodate 60,000 pound aircraft.
- Extend Crosswind runway to 7,000' x 100' (1,150' extension).
- Prepare Environmental Assessment for proposed Crosswind runway extension.
- Provide straight-in nonprecision instrument approach to Crosswind runway (VOR or GPS).
- Strengthen all taxiways which will be used by larger aircraft to accommodate 60,000 pound design strength.
- Construct full parallel taxiway access to Primary runway (35' minimum pavement width).
- Install Medium Intensity Taxiway Lighting (MITL) on new parallel taxiway.
- Expand light aircraft parking apron (12,500 pound SWG design strength), to accommodate a total of 44 aircraft tiedown positions (18 additional aircraft).
- Expand the Terminal Building automobile parking area to accommodate a minimum total of 52 cars (23 additional cars).
- Install apron and parking area floodlighting.
- Modify Terminal Building to accommodate scheduled airline service.
- Provide interior tenant improvements as required for renovated Hangars #1, #2 and #3.
- Provide interior tenant improvements as required for renovated Hangar #4.
- Provide interior tenant improvements as required for renovated Building #2.
- Construct a paved and lighted Helipad with 60' x 60' Final Approach and Takeoff Area (FATO) and adjacent short-term rotorcraft parking area.

## PROJECT INFORMATION SHEET #4

April, 1997

# BISBEE-DOUGLAS INTERNATIONAL AIRPORT COMPREHENSIVE MASTER PLAN 1997-2016

### Airport Development Alternatives

The BDI Airport consultant team has developed six (6) alternatives for the future development of the airport.

The six alternatives were developed such that each would accommodate a 8,700' long paved Primary runway and a 7,000' long Crosswind runway (ultimate lengths), which will be capable of serving ARC C-II aircraft. Each option will also accommodate a precision approach on the Primary runway (with MALSR installation), and a straight-in nonprecision instrument approach for the Crosswind runway, with Runway Protection Zones and airport Part 77 approach protection in accordance with FAA requirements.

The options were developed with the intent of utilizing existing airport land and usable pavement to the greatest extent possible, avoiding obvious significant environmental impacts, and minimizing construction and land acquisition costs. The basic runway alignment and development criteria is as follows:

- Maximize the use of in-place pavement and base materials by development along the alignments of currently active and previous Douglas Army Airfield runways as much as possible.
- Avoid disruption of the existing airport terminal area, as well as potential terminal area expansion areas.
- Minimize environmental impacts to adjacent lands.
- Avoid any known obstructions to air navigation, including vehicular clearances over Highway 191.

The six development alternatives are illustrated on the back of this Project Information Sheet.

The Bisbee-Douglas International Airport Planning Advisory Committee (PAC) will select one of these options as the basis for future development and improvement of the airport. Each alternative will be evaluated by the consultant team and the PAC in terms of relative wind coverage of the Primary and Crosswind runways, secondary instrument approach feasibility, potential airspace issues (obstructions to air navigation), and cost of construction for the initial and ultimate improvements.

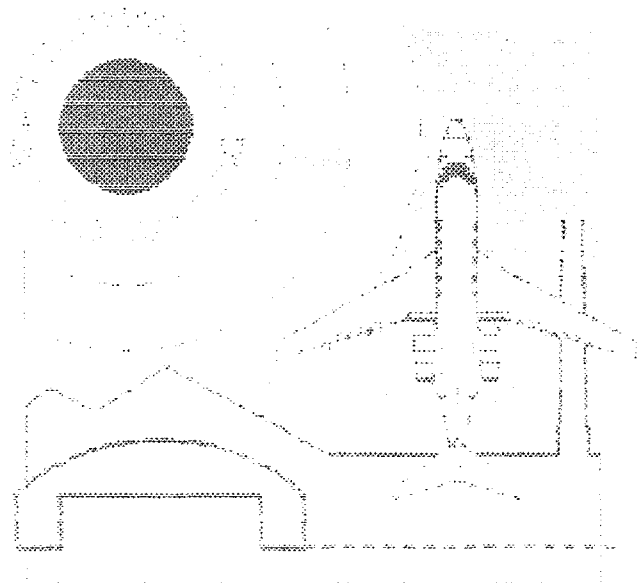
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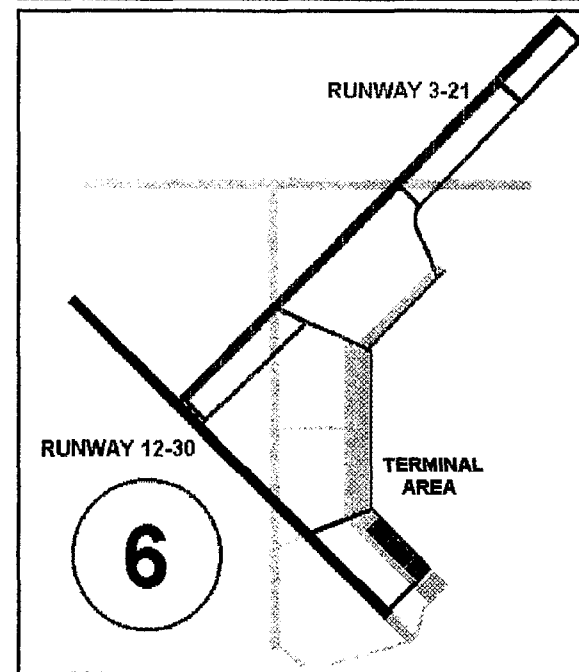
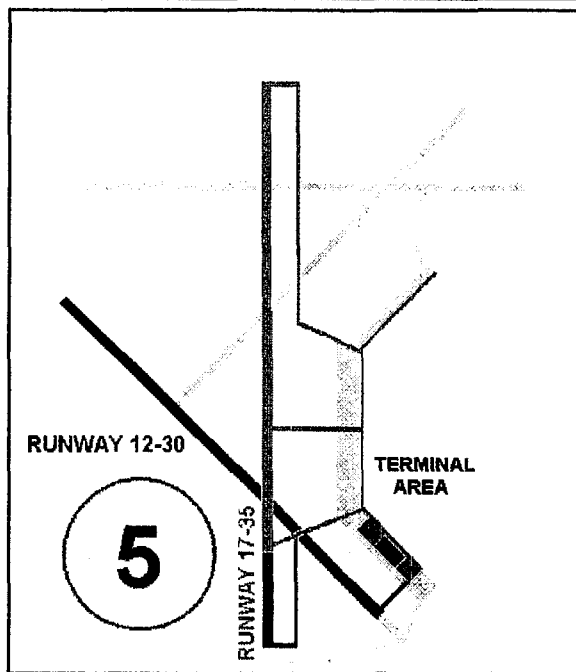
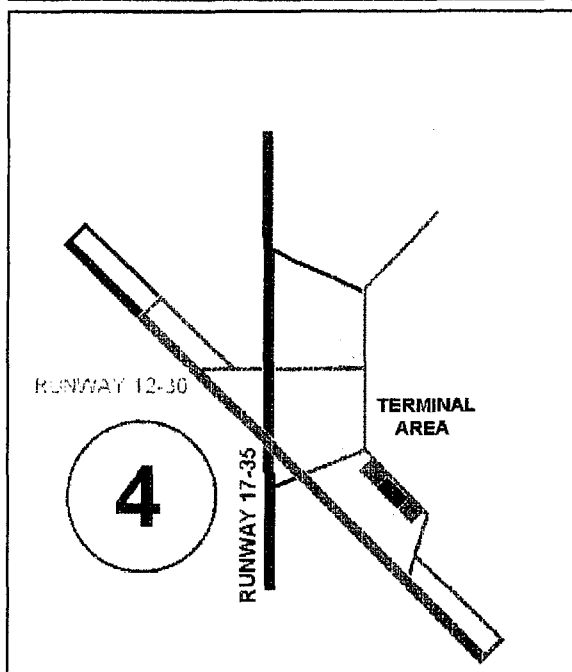
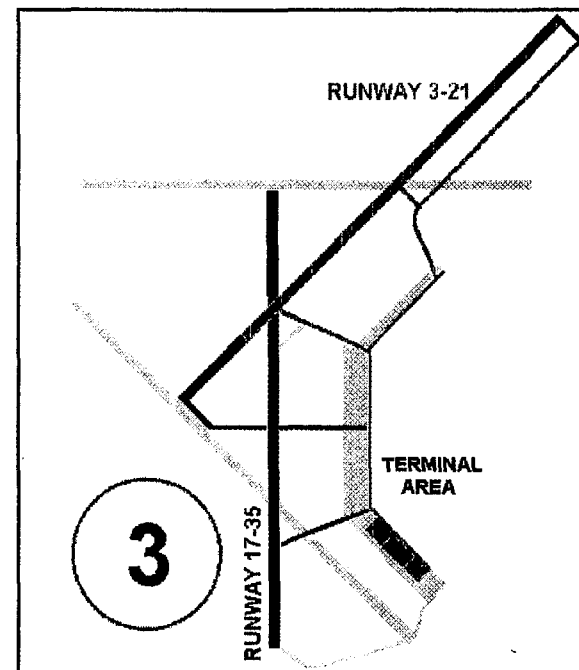
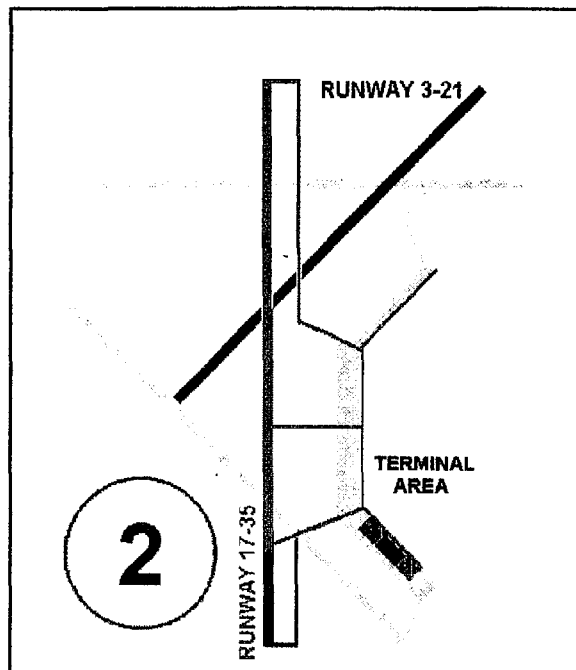
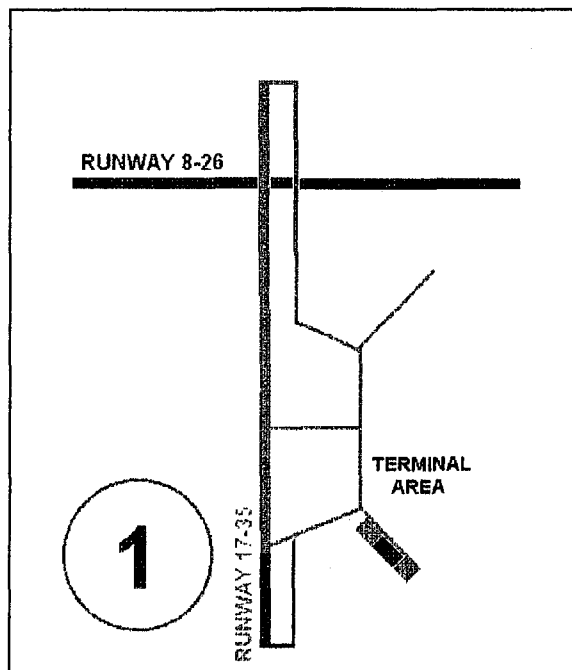
*Nicholas J. Pela*

*Nicholas J. Pela & Associates (602) 404-3768*

*Ronald D. Schreier, P.E.*

*Gannett Fleming, Inc. (602) 553-8817*





BISBEE-DOUGLAS INTERNATIONAL AIRPORT DEVELOPMENT ALTERNATIVES  
 RED=PRIMARY DEVELOPMENT / BLUE = SECONDARY (ULTIMATE) DEVELOPMENT